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NINETEEN LOST

In the Wreck of the Steamer Idaho on Lake Erie

DURING A MOST FURIOUS GALE.

Only Two Members of the Crew Survive. A Thrilling Story of Their Rescue—Had to be Literally Picked off the Spars by the Rescuing Party—One of the Survivors Tells of the Fury of the Storm—The Superhuman Efforts Made to Beach the Steamer—The Breaking Seas Put the Fires Out and the Ship was Left to the Mercy of the Waves.

BUFFALO, N. Y., Nov. 7.—The steamer Idaho, of the Western Transit line (New York Central), foundered in eight fathoms of water at 4:30 o'clock yesterday morning, off Long Point, on Lake Erie. This point juts out into the lake from the Canadian shore about sixty-five miles west of Buffalo, and its vicinity has been the scene of many disasters.

The Idaho, commanded by Captain Wm. Gillies, of Buffalo, and having on board a crew of twenty-one all told, left Buffalo Friday afternoon laden with package freight for Milwaukee. A strong southwest gale was blowing at the time and the weather office had storm signals up for the lake.

Captain Gillies thought he could weather the gale and headed straight up the lake. Shortly after passing Long Point he discovered his mistake and tried to run for shelter.

The sea was running very high at the time and in turning the Idaho shipped a big sea, which quenched the fires in the engine room and the boat was helpless in the trough of the sea. The captain and crew were lowering the life boat when the steamer gave a lurch and went down on her side, stern first. Two of the crew, a deck hand named Wm. Gill, of Rochester, and the second mate, name unknown, reached the top of a single spar that stood above the water. There they clung until eight hours later, when they were discovered by the outlook on the Mariposa, of the Minnesota line.

The effort of those on board the Mariposa to rescue the two men involved the greatest possible danger. The sea was running very high and life boats could not be landed. Lines were thrown to the two men, but their arms and legs had stiffened around the spar and they could do nothing to help themselves. The Mariposa ran as close to the Idaho as possible and efforts were made to grasp the men while passing. This was repeated several times and with success at last. The survivors were brought to Buffalo, arriving here shortly before midnight. Both were in an exhausted state and unable to give a connected story of the wreck.

Of those who were on board and supposed to be drowned the only names known to-night are deck hand Edward Smith, of Pittsburgh, a deck hand named Bell and Captain Wm. Gillies, of Buffalo.

The Idaho was an old boat, having been built in 1863. She was 220 feet long and had a gross tonnage of 1,100.

DETAILS OF THE DISASTER.

The following are the names of sixteen of the nineteen men who lost their lives on the steamer Idaho, which sank during the gale on Saturday morning, above Long Point, on Lake Erie: Alexander Gillies, captain, Buffalo; George Gibson, first mate, Buffalo; William Clancy, chief engineer, Buffalo; John D. Taylor, steward, Buffalo; Nelson Skinner, first assistant engineer; Louis Gilmore, watchman; Richard McLean, wheelman; Robert Williams, wheelman; A. J. Richard, lookout; Henry Thompson, lookout; Conrad Blanker, fireman; William Gregory, fireman; John Healy, assistant steward; Frederick Miffort, oiler; Edward Smith, deck-hand, Rochester, N. Y.; M. Bell, deck hand.

The names of three of the men drowned are unknown to the steamship company. One was a fireman, another a deck-hand and the third a porter.

The names of the two men saved are: Louis LaForce, jr., second mate, and William Gill, a deck-hand, living at 127 Kent street, Rochester, N. Y. It is not known at the office of the Western Transit Company, where the greater portion of the dead men hail from. The Idaho went out of commission three or four years ago, but this summer she was thoroughly overhauled.

After her overhauling she was placed at the disposal of the naval veterans' association and by that organization used as a flagship during the G. A. R. encampment in August. At the close of the encampment she was put into commission again as a freighter.

The captain of the ill-fated steamer, Alex Gillies was one of the most widely known of lake seamen. He was forty-one years of age and knew the lake waters like a book. His brother, Donald Gillies, is captain of the steamer Harlem.

CAPTAIN ROOT'S STORY.

When the steamer Mariposa arrived in port about midnight last night with the news of the disaster to the Idaho and having on board the two surviving members of the crew Captain Root had this to say regarding the storm on the lake and the rescue of the two men:

"It was one of the worst gales I ever experienced in all my years on the lakes. We started from Chicago with a load of oats. All the way down the lakes we had to fight with the storm and I thought once or twice of putting in somewhere until it blew over. I am glad I did not for I fear that if I had these two men who came down with me would have gone to join their mates by this time.

"It was about 12:30 o'clock yesterday afternoon when I first learned of the wreck of the Idaho. I was on deck when my first mate, Myron Chamberlain, came to me and told me that he had sighted a spar off to the north and that he thought there was a couple of men clinging to it. He pointed it out to me and when I got the glasses on it, I could distinguish the men plainly. We were running under a good head of steam at the time and I put on more and headed for the spar.

"When nearing it I was puzzled how to help the men off for I could not lower a boat in such a storm. Finally I circled around the spar until I ran alongside and my men picked the poor fellows off. They had to drag them away from the spar by force, for the men had been there so long that their arms had become numb and were twisted about the mast and almost frozen fast to it.

"When we got the men on board we put them in bunks and gave them some warm foods and soups and had them feeling pretty good, physically, when we reached harbor."

A THRILLING RECITAL.

William Gill, the rescued deck hand, a swarthy, well-built man, thirty-three years of age, has sailed the lakes since he was a youth. He is more intelligent than the average seafaring man and his story of the disaster as told early this morning is a thrilling one.

"We left here Friday night bound for Chicago, with a cargo of general merchandise," said he. "Everything seemed all right until we got outside the breakwater and then we were struck by the worst storm I ever saw. When the first big breaker struck us we were tossed up in the air like a top and a second later a big roller came over the port bow and rolled down amidships a foot deep. The wind shrieked and howled, but we did not pay much attention to the storm. We had felt wind before. The captain consulted with the mate and decided that he could weather it and he kept on his course.

"As we headed up the lake dead against the gale it appeared to be getting worse every minute. The waves were running high and the wind threw the tops from the breakers like dust.

"We moved slowly against the heavy wind and sea and when we were well up the lake we found that the boat was making water. It kept coming faster and faster and the bilge pumps were put to work, but the water gained and every minute the ship kept getting less buoyant and the big comers continued breaking over her.

"We were near Long Point at this time and the captain started to put in there with the intention of beaching the ship. But the water gained so rapidly that it was too late. She was already laboring and the two men at the wheel could do nothing with her. Two more men went to work with them and finally they brought her around and headed her toward land.

"Captain Gillies started the pumps, ordered the men to the fire buckets and we formed a line and began to bail, but it was no use. The water gained on the pumps and the buckets and soon the water put the fires out. When it was found that the power was gone and that the Idaho could not be moved, we knew we could not live in the trough of that fearful sea and the only hope left was to run out the anchor and bring her head up to the sea and let her ride out the gale.

"Every seaman realized the danger of attempting to do that in face of a hurricane and when Captain Gillies decided to do it, he ordered the lashing of the boats cut and told the men they were forced to take one last chance for their lives.

"At the word the anchor dropped from the bow and the chain began to pay out, but the sea was too heavy and instead of the anchor catching with a firm grip and bringing the ship's head up to the storm with a jerk, it went too slow and simply tumbled into the trough of the sea, which broke over her in torrents.

THE SHIP KEELED OVER.

"In an instant she was helpless. The load was too much and the ship keeled over to the starboard and went down, stern first.

"What became of my mates, I do not know. Maybe they did not leave the ship at all. I was near the spar, and when the stern of the vessel began to go under I went for the rigging and went up as fast as I could. Another man went with me—the second mate. There was a rolling to and fro. I thought she was going all the way over, but she did not. She settled on the bottom and though the waves rolled her from port to starboard, the spar remained out of water with my mate and myself clinging to it.

"All this time the hail and sleet was coming down in a cutting sheet and we were covered with ice in a few minutes for though the top of the spar on which we were hanging was twenty-five feet above the water, the big waves struck us and the hail cut us like shot.

"When daylight came we could not see a sail anywhere near us and the sea was as bad as ever. Hour after hour we waited there and then we saw the Mariposa coming.

"When she finally sighted us and we saw her head for us, I tried to tell my mate, but I could not and he looked at me with a happy look on his face. It was a terrible time to us before she came up to us.

"When the Mariposa got within a cable length of us a man yelled to us to hang on.

"'Don't give up,' he yelled, 'and we'll get you off soon.'

"Then the boat circled around us, coming as near as she could but a big roller swept her far out and she went off to starboard. Then she came back again and again she missed us. On the third trip around she ran right alongside our spar and as she went past a dozen men reached us."

The second mate, Louis La Force, told a harrowing story to the crew of the Mariposa. He said that in the rush of men from the hold, one of them, a watchman, was trampled to death. The crew was frantic to get out of the place. Six or eight, he said, must have been drowned like rats in the hold. They were not warned of the sinking of the boat. The first long dip of the stern was the first intimation they had that the final danger was at hand and then they made a frantic rush to get on deck. The hatchway was too small to let them through together and the result was that one of them was trampled to death and several were left to drown.

ROBBERY AND WRECK.

Train Held Up in New Mexico and Express Car Robbed—The Cars Afterwards Wrecked and Burned—Passengers Escape.

ALBUQUERQUE, N. M., Nov. 7.—Atlantic & Pacific passenger train No. 2 from the west was held up by four men near Grant's station, ninety-five miles west of this city, at 7:30 o'clock last night. After blowing open the express company's express car the robbers wrecked the train, which caught fire, the express, baggage, and smoking cars being totally destroyed. It is not known whether they were successful in obtaining the booty, but it is thought a large amount of money was carried by the train. The robbers had boarded the train at some point further west and when near Grant's one of them boarded the engine, covering the engineer with a gun, ordered him to stop the train. The coaches were cut off and left at the stock yards. The rest of the train was then taken out a mile and a half from the station, where the express safe was dismantled. After robbing the safe, the robbers reversed the engine and made their escape. The engine and baggage car ran at a terrific rate until they struck the coaches, which were standing near the stock yards. The cars were wrecked and caught fire and four of them burned.

Fortunately the passengers had all left the coaches before the collision and none were injured.

SANTA FE, N. M., Nov. 7.—United States Marshal Foraker to-day telegraphed to Washington for authority to employ five picked men to take the trail of the gang who last night held up the Atlantic & Pacific train near Grant's station. The marshal left for Grant's to-night and expects to receive an answer from the Washington authorities there. He is of the opinion that the original Black Jack gang of desperadoes is responsible for this crime. He says there are eight men in the band and last week he had information that they had returned from Mexico and were in Arizona.

For some time Marshal Foraker has been trying to get authority from the Mexican government to arrest the gang. He has known the location of their stronghold in the mountains and had hoped to be able to bring them into the United States to stand trial for the many crimes supposed to have been committed by them in New Mexico and Arizona, but the government of Mexico refused to give any authority in this matter, insisting that before any step was taken all the evidence against Black Jack should be laid before and reviewed by Minister Romero at Washington.

It is feared before their arrest can be effected the "Black Jack" gang will have reached their mountain hiding place and be free from arrest until Mexico can be prevailed upon to consent to their extradition.

Vessel and Valuable Cargo Lost.

HALIFAX, N. S., Nov. 7.—The ship John McLeod, Captain Stewart, from Illiola, via Delaware breakwater, with a cargo of sugar, bound to this port, struck on Black Rock, one of the sister shoals near Sambro, entrance of this harbor, at 8 o'clock this morning, during a thick fog. The vessel commenced to take water fast, and the crew all took to the boats. The ship sank soon after the crew left, going down in about thirty fathoms, and is a total loss. She was 1,519 tons, and twelve years old, and owned by Troop & Son, of St. Johns. She was worth about $40,000, and her cargo was valued at about $100,000. It was for the Arcadia refinery, and is insured in New York. The captain and crew lost all of their effects.

GIVE IT UP.

The Democrats in Ohio Abandon All Effort to Contest Election of Republican Representatives.

COLUMBUS, O., Nov. 7.—There have been no developments in the legislative situation to-day, the Democrats having apparently abandoned all further effort to contest the election of Republican representatives in close counties.

The Republican majority of five on joint ballot in the general assembly will probably not be changed unless the fusionist members in Cincinnati vote with the Republicans.

MUCH SPECULATION

As to What Would Happen—The Ever Handy "If" is Used to Make Possibilities, but not Probabilities.

CINCINNATI, O., Nov. 7.—John R. McLean and party left to-night for Washington. Mr. McLean has been considered the Democratic candidate for senator, and his departure is regarded as an indication that he concedes the legislature to be Republican, notwithstanding the numerous notices of contest.

Before his departure Mr. McLean held a conference with Chairman McConville and other Democratic leaders. There is nothing known as to the probable policy of the Democrats as a minority in the legislature, but it is believed they will join the anti-Hanna Republicans in bringing out a new man for senator.

The question has been raised as to whether seventy-three votes are necessary to elect a senator, that number a majority of all. If a majority of a quorum only is necessary some might be sick or absent, as that would be less embarrassing than to be present and vote against the caucus nominee.

The point has also been raised as to the succession to the governorship. If Governor Bushnell should be elected senator by a fusion, the lieutenant governor, A. W. Jones, would become the chief executive. As the state senate is Democratic by 19 to 17, it is held that a Democratic senator would succeed Jones and be in line for the governorship. Among the nineteen conceded to the Democrats in the senate is Senator Voight, of Cincinnati, a fusion Republican, who holds the balance of power in that body, and he is noncommittal.

Judge Scott to Take Charge To-Day.

Special Dispatch to the Intelligencer.

WASHINGTON, D. C., Nov. 7.—Hon. Charles F. Scott will to-morrow morning, before a justice of the district supreme court, qualify as judge of the police court and take his place on the bench. By agreement with his colleague, Judge Kimball, the district branch of the court has been placed in Judge Scott's charge and this arrangement will continue until January 10, 1898, the date of expiration of Judge Kimball's commission when his successor, whoever he may be, will qualify. Judge Scott called yesterday at the white house to see the President, with whom he had a few moments of social converse and at the same time made his acknowledgement for the honor bestowed upon him.

Pensions and Postmasters.

Special Dispatch to the Intelligencer.

WASHINGTON, D. C., Nov. 7.—Pension certificates have been issued to West Virginia applicants as follows:

Original—Henry W. Disher, Berkeley Springs.

Increase—Enoch Roberts, Rockdale; William H. Homer, Wheeling.

Other certificates issued are Lewis P. Fry, original pension, Coal Center, Washington county, Pa.; Andrew J. Weaver, restoration and increase, Halbrook, Greene county, Pa.; Andrew Kinkade, increase, Wellsville, Ohio.

Shelton Clark has been appointed postmaster at Union, Monroe county, West Virginia, and Benjamin T. Jones at Venitia, Washington county, Pa.

Commissioner Foreman Retires Jan. 1.

Special Dispatch to the Intelligencer.

WASHINGTON, D. C., Nov. 7.—It is announced that Commissioner Foreman, of the internal revenue bureau, will retire from office January 1, 1898, and Hon. N. B. Scott, of Wheeling, will at the same time be appointed succeed him.

Commissioner Foreman has formed a law partnership at East St. Louis, Illinois, where he will engage in practice upon the expiration of his term as commissioner.

Protests Against Bids.

Special Dispatch to the Intelligencer.

WASHINGTON, D. C., Nov. 7.—There is some difficulty in reaching conclusions at the war department in respect to the bids for the improvements on the Ohio and Monongahela rivers, respectively. Bids have been received for the construction of locks 3, 4, 5 and 6, but protests have been filed against awards to the lowest bidders on various grounds, and these will have to be disposed of before final action.

MONEY MATTERS.

Many Interesting Propositions Have Been Received

BY MONETARY COMMISSION

For the Reform of the Banking and Currency System of the Country—One Scheme That Commands Great Attention and Study—It is Highly Endorsed by the Prominent Financial Authorities—Needed Reforms in the Present Minting and Currency Laws.

WASHINGTON, Nov. 7.—The monetary commission is receiving in answer to its invitation many interesting propositions for reform of the banking and currency system of the country, and among these is one from John C. Bullitt, which, coming highly endorsed as it does by financial authorities, has commanded great attention and study. Mr. Bullitt's plan touches every branch of the problem before the comission, and its provisions in outline are as follows:

That all of the outstanding currency obligations, amounting to about $800,000,000, shall be taken up and cancelled, being replaced according to business exigencies (under the direction of a currency board, composed of the President, secretary of the treasury and comptroller of the treasury) by three per cent bonds.

There is to be but one kind of currency, namely, national bank notes, redeemable in gold at the bank of issue, and a selected bank reserve, and these notes are to be issued gradually to replace United States obligations as the latter are required. These notes are to secured by a deposit of 15 per cent of gold in the treasury, by 15 per cent of gold in the bank vaults and by a first lien upon all of the bank's assets, as well as by a special provision giving the government the right to assess all national banks when needed to make good notes of a defaulting bank, the notes of which would then be redeemed by the government. A tax is to be laid upon the banks to cover the expenses of the currency board, and the balance held to secure redemption of notes in gold, but if this exceeds $10,000,000 the surplus may be covered into the treasury to pay interest on United States bonds and for general purposes. This tax should be one-half of one per cent, or one per cent per annum, as the commission shall elect.

Power should be given to banks under permission of the currency board to increase the note issue when demand caused by unusual financial emergencies such increase to be subject to a tax, (to be determined from time to time by the currency board) upon the note while in circulation; the tax upon the notes to be at a rate which would put a pressure upon the banks to take up the notes when the emergency has passed.

Silver and subsidiary coins should be redeemed in gold by the United States government when demanded. These amount to about $100,000,000. No note should be issued for less than fivedollars. National banks should be constrained to exchange notes now out for new issue by surrendering notes as they receive them.

Customs and duties of all kinds due the government should be payable one-third in gold and two-thirds in bank notes. This is necessary to supply the government with the gold required by it to pay interest upon its bonds, redeem silver and for other purposes.

The legal tender quality of gold and silver should remain as now provided by law, and they should be the only legal tender except to the extent of two-thirds of customs duties and taxes due the government, which should be payable in bank notes, as above stated. Confer upon the currency board power to regulate the issue of bank notes from time to time in lieu of the government currency retired, and to authorize new banks and branch banks to be established when and where and with such amounts of capital as the board may deem it proper and expedient, and with power also to increase the amount of note issue by the banks required for the normal business condidtions of the country shal grow in population and in busiuness expansion.

As banking capital may be increased by creation of new banks, the currency board should have power to adjust the note issue, whether normal or extraordinary between the new and old banks—no distinction being drawn between them.

The 15 per cent of gold upon the note issue deposited in the government treasury and the 15 per cent kept in bank vaults should be counted as part of the 25 per cent reserve on deposit in national banks.

The system of clearing house certificates adopted by the banks in large cities in times of panics should be legalized. They have proved to be most salutary, and there can be no better evidence of the need of such a system than the fact that it has been established by voluntary consent in times of panic.

Vice President E. O. Leech, of the National Union Bank, of New York formerly director of the United States mint, has also presented a paper to the commission, addressed not so much to the merits of any particular form of banking system as to needed reforms of the present minting and currency laws. He favors branch banks, but doubts the present advisability of making the bank's assets the sole basis of issue, although that would be the true logical method. Nor does he believe it necessary to redeem all of the silver coin and paper in gold, as the wants of the people are fully adequate to keeping in active circulation the $480,000,000 of this money now afloat, as evidenced by the successful practice of France. In the west, south and middle sections of the country, where gold is not called for on export account, this form of money suffices for all business needs, and practically there is no difficulty in securing its redemption in gold through deposits in bank. Moreover, the redemption by the government of silver would require the locking up of a large gold reserev in the treasury, and constrict the circulation. Mr. Leech favors the repeal of the act of May 31, 1878, requiring the re-issue of United States notes coming into the treasury, and would leave it optional with the treasury to re-issue these notes only in case of need. This alone would insure the stability of the gold standard. He regards as prospective and not as imminent danger from the maintenance of the present legal paper money circulation, and believes that it can be gradually retired by the coining of silver bullion, both into dollars and subsidiary coins. Many panics, he thinks, are aggravated by the accumulation of country bank deposits in New York, from whence it is drawn rapidly just when needed there. Therefore he would abolishr reserve cities, and require national banks throughout th country to keep about 15 per cent in cash in reserve in their own vaults, ensuring a uniform distribution of money.

POLITICAL AMNESTY

For Cuba and the Philippines—"Mysterious Threats" Made in New York Against Spain.

MADRID, Nov. 7.—The cabinet council has approved the proposal of political amnesty for Cuba and the Philippines. The government denies that the action to be taken with regard to the remarks made by Lieutenant General Weyler to the deputations that waited upon him shortly before he left Havana is the result of any suggestion on the subject received from Washington. No communication has been received from the American government on that matter.

El Liberal referring to "mysterious threats made in New York by people interested in separatist affairs" and to the revelation of gigantic immoral speculation," says: "No doubt anxiety has been greatly increased during the last twenty-four hours. It is known that the Cuban revolutionary committee is trying to place war bonds among filibusters, offering ridiculous and imaginary guarantees. The committee proposes also to stamp dollar pieces 'redeemable when the Spanish troops have evacuated Cuba.'

"We have done everything to assure peace in Cuba and have thereby acquired the good will of Europe and international right. Therefore we should not tolerate offensive interference, and we can meet tranquilly any complications arising out of such interference. We do not believe the United States government will associate itself with those adventures, but even should this happen, we must not deviate from the line of conduct that honor and duty dictates."

The government has received a cable message from the autonomist leaders in Cuba accepting on behalf of the party the appointments tendered representative autonomists on the nomination of Marshal Blanco, among them the provincial governorships which have been assigned as follows:

Province of Havana, Senor Jose Bruzon.

Pinar del Rio, Senor Marcos Garcia.

Puerto Principe, Senor Rafael Vassallo.

Santiago de Cuba, Senor Enrique Capriles.

Senor Francisco de Armas, a reformist, has been appointed governor of Matanzas province.

WEST VIRGINIAN SHOT.

His Wife Crazed With Grief—Accidental Tragedy at Hot Springs.

Special Dispatch to the Intelligencer.

LITTLE ROCK, Ark., Nov. 7.—C. I. Powell, of Middlebourne, W. Va., was shot and fatally wounded last night by P. J. Stromberg, a young man from Minneapolis. Stromberg and Powell and several others were in the parlor of the Burlington hotel at Hot Springs. Stromberg was exhibiting a pistol to the crowd, when the weapon was accidentally discharged, the bullet entering Powell's abdomen.

Mrs. Powell was present, and is crazed with grief. She has been unconscious ever since the accident occurred. The men were friendly and had no misunderstanding. Stromberg is connected with the Minneapolis Tribune. He was arrested and locked up.

ON TO KLONDIKE.

Lawyers, Bankers and Others in Search of the Golden Fleece.

NEW YORK, Nov. 7.—The steamship City of Columbia, which will leave this city for the Klondike gold region via Cape Horn on December 1, was visited to-day at her dock, foot of Sixty-ninth street here, by over 5,000 people, half of whom were women and children. Nearly all of the three hundred men and women already booked for the passage visited the steamer during the hours it was open for inspection, beside a large number of invited guests. Among the latter were H. A. Herbert, former secretary of the navy; General H. V. Boynton, E. V. Camack, of Philadelphia; the venerable ex-secretary of Nicholas Biddle; C. P. Huntington and D. O. Mills, and a delegation of seventy-five business men and bankers of Philadelphia, who are interested in the project of sending out the Columbia. Sixty of the passengers already booked are females, the major portion of whom are married women. There are a few widows among them. Thirty-five of the women are chaperoned by Mrs. H. S. Gould.

The youngest passenger will be a boy of seven years, who will accompany his mother to the far north. Three hospital nurses and five physicians are among the passengers. The men in the party include six lawyers, one banker and twelve Yale students who have abandoned their studies for the perils of the Klondike.

The passengers come from all over the country and Canada. The City of Columbia will be in charge of Captain E. C. Baker. It will reach Seattle in April and on the way to the Horn will stop at several of the South American ports.

Yellow Fever Situation.

NEW ORLEANS, Nov. 7.—There has been a big decrease in the number of yellow fever cases since yesterday and the situation is still further improved. Very few places are now quarantined against New Orleans and there has been a general revival in business.

The record of deaths to-day is: Mrs. Philomena Wild, Julia Angell, John Morgan, D. Laporte, Rosario Thornabene, Guiseppe Tuccallo, Thomas Trimble.

MOBILE, Ala., Nov. 7. — The number of cases of yellow fever continues to fall off from last week's big average. The report to-day is the most favorable since the first week of the appearance of the fever. Four new cases, no deaths and eighteen recoveries.

MEMPHIS, Tenn., Nov. 7. — No new cases and one death—Mrs. A. Carrico, was the fever record here for to-day. The president of th board of health to-night expressed the opinion that further open air development of the disease was practically at an end, and that Memphis would soon be entirely free from any infection.

Grave Desecrated.

MILLVILLE, N. J., Nov. 7.—While Richard Simpkins and Charles Wiser were walking through the Mt. Pleasant cemetery to-day they were startled by finding that the grave of Mrs. Phoebe Tilton had been opened and the body exhumed. They followed the tracks where the body had been dragged, and about 200 yards in the woods found the corpse cut open with an axe from breast to pelvis, and the heart missing. The police have no clue.

Big Gold Strike in Montana.

CHICAGO, Nov. 7.—A special to the Tribune from Butte, Mon., says: A great gold strike has been made on Upper Sago creek. A ledge extending for many miles, and the quartz running $100 to the ton, has been discovered, and the people in that part of the state are wild with excitement.

ONLY THE EMBERS

Left of What was Once a Princely Florida Hotel.

THE WORK OF INCENDIARIES.

A St. Augustine House of Public Entertainment Worth a Quarter of a Million Dollars Totally Destroyed by Fire—The "Fire Bugs" Cut Holes in the Suction Pipes Which Prevented Effective Work on the Part of the Fire Department. Other Hotel Proprietors Guarding Against Similar Disaster.

JACKSONVILLE, Fla., Nov. 7.—A special from St. Augustine to the Times-Union Citizen says: The hotel San Marco, one of the finest and most commodious hotel properties in this city, was burned to the ground this morning, entailing a loss of about $250,000, with less than $50,000 insurance.

It was a few minutes past 3 o'clock this morning, when Jake Masters, from the Ontagus residence, discovered fire in the boiler room of the hotel San Marco. He immediately fired a pistol, and notified Edward McBride, who has charge of the property, and who lives in the hotel. Marshal Higch and Officer Bennett were soon on the scene, and after firing their pistols an alarm was sounded. It was discovered that the incendiaries had cut the fire bell rope, and steam whistles had to be resorted to. Those who gathered at the first call did not wait for the engines and hose, but attached the hotel hose to the well on the grounds, and commenced the fight.

One engine reached the scene, but its work was delayed, owing, presumably, to the "fire bugs" having cut holes in the suction pipes which supply water from the hydrant, and in screwing up the couplings so tight that time was lost in loosening them.

The flames spread from wood shed and boiler room to the kitchen, and then to the dining room and theatre. These structures were three stories high, and to the west of, but connecting with the main building, which was six stories high, with towers in the centre and on each wing. Hundreds of men assisted in removing the furniture from the main floor, and a large quantity was taken out, the main floor being almost entirely bare before the fire drove the workers away.

It was not until the flames set fire to the main building that the burning structure presented its most awful yet fascinating picture. The blaze not only illuminated the entire city, but could be seen for miles around. In a few hours the structure was reduced to ashes.

The owner of the San Marco hotel was William Beale, a real estate dealer in Boston, and was leased to McDowell & Palmer, and would have opened next month.

Fearing further incendiarism those in charge of the Hotel Ponce de Leon have ordered steam up constantly, in order to furnish water pressure at a moment's notice. The citizens of the city have offered $500 reward for the capture of the incendiaries.

Burned to Death.

HALIFAX, N. S., Nov. 7. —The residence of George Tullock, about three miles from Halifax, was burned to the ground last night. Mis Mary Walker, sister of Mrs. Tullock, and a four-year-old child of the Tullocks were burned to death.

Prominent Reformed Minister Dead.

ALLENTOWN, Pa., Nov. 7.—Rev. Alfred J. C. Dubbs, D. D., died to-day, aged 71 years. He was ordained minister of the Reformed church in 1851, held charges in Allentown and was assistant to his father, Rev. Dr. J. S. Dubbs, in the church in which the liberty bell was hidden during the revolution. He held the Salisbury charge from 1857 to 1876 and from 1876 to 1892 was pastor of the Salem church in Allentown, which he founded and built up into the largest congregation in the Reformed church, having 1,700 members. He was for many years a school director, was trustee of the Keystone State normal school for fifteen years and director of the Allentown national bank for over twenty years. Rev. Dr. Joseph H. Dubbs, Audenreid professor of history and archaeology at Franklin and Marshall college, is his step-brother.

Great Religous Jubilee.

ALBANY, N. Y., Nov. 7.—The greatest religious jubilee that this city has ever seen closed to-night the three days' celebration of the one hundredth anniversary of the establishment of the Catholic church in New York state. Dignitaries of the church were present and taking part in to-day's services were Most Rev. Sebastian Martinelli, apostolic delegate of the pope; Rt. Rev. T. M. A. Burke, bishop of Albany; Rev. M. Lavelle, rector of St. Patrick's cathedral, New York, and president of the summer school, and Rev. Dr. Frederick Z. Rooker, secretary to the apostolic delegation at Washington.

Newspaper Office Looted.

RIO JANEIRO, Nov. 7.—Last night a large mob broke into and looted the offices of the Republican. Although the plan was generally known, the police were powerless to prevent the attack.

The Republican had made itself particularly obnoxious by its criticisms upon the government policy in connection with the recent campaign against the fanatics and by its attacks upon President Moraes and General Marcado Bittencourt, the minister of war, who was fatally stabbed during the disturbance that followed the attempt upon the president's life last Friday afternoon.

Confirmed the Sale.

ST. PAUL, Minn., Nov. 7.—Judge W. H. Sanborn, of the United States circuit court, has confirmed the government foreclosure sale of the main line of the Union Pacific railroad. Most of the distinguished counsel who were in the city representing various parties in interest were present when the formal order was made.

Weather Forecast for To-day.

For Western Pennsylvania, threatening weather, with showers; warmer, light variable winds, becoming southerly.

For Ohio, threatening weather and rain; warmer; brisk southerly winds.

For West Virginia, threatening weather, with showers; warmer, southerly winds.

Local Temperature.

The temperature Saturday as observed by C. Schnepf, druggist, corner Fourteenth and Market streets, was as follows:

7 a. m.	48	3 p. m.	53
9 a. m.	48	7 p. m.	50
12 m.	52	Weather fair.	

Sunday.

7 a. m.	38	3 p. m.	47
9 a. m.	42	7 p. m.	48
12 m.	47	Weather, rain.	